

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE LIBRARIES AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World, \$1.

No. 15,764. 甲子年九月廿七日三月廿四日光 HONGKONG, TUESDAY, OCTOBER 27th, 1908. 二七

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition \$10.00
Small 6.00
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Hongkong, 18th October, 1908. a1375-4

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PORTLAND CEMENT.

In Casks 373 lbs net \$5.50 per cask ex Factory
In Bags 250 lbs net \$3.45 per bag ex Factory
SHEWAN, TOME'S & CO.,
General Managers
Hongkong, 29th April, 1908. a143

THE GRAND HOTEL,
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

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83

PEAK TRAMWAYS COMPANY
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TIME TABLE.

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7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
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every 1 hour.

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Hongkong, 9th May, 1907. a1374

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WITH HYDROPHOSPHITE.

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Prepared only by

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TELEPHONE No. 708

Hongkong, 29th October, 1908.

a1381

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Y. KUBO, MANAGER, HONGKONG,

4th Floor, No. 2, Connaught Road.

TELEPHONE 724, Hongkong, 3rd August, 1908.

a1384

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SILK AND WOOL PURE WOOL
LIGHT HEAVY

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\$14 PER DOZEN.

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KENNEDY TOWN TO CAUSEWAY BAY (ANY DISTANCE) 10 CENTS FIRST CLASS 5 CENTS THIRD CLASS.

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Monthly Tickets available for any number of journeys on any section of the line, for one Calendar month, may be obtained on application to the undersigned.

The charge for these Tickets is \$10 each.

Monthly Tickets are issued subject to the Bye-laws and Regulations of the Company, and to the following Conditions:

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The Tickets are not transferable and are available only during the month in which they are issued.

No refund can be made in respect of unexpired Tickets.

SHEWAN, TOME'S & CO., Agents, J. GRAY, SCOTT, General Manager.

Hongkong, 15th October, 1908. a1383

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DOWN IN THE FAR EAST.

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TELEPHONE No. 76.

CALDBROOK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 22nd September, 1908.

C. LAZARUS & CO.

60 & 61, BENTINCK STREET,

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a1385-1

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REASONABLE RATES. a1248

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SHERRY:

	Per Doz.	Per Bottle.
LIGHT DRY	314.00	1.20
SOLERA	20.00	1.70
VERY PALE DRY	20.00	1.50
FULL GOLDEN	24.00	2.05
PALE DRY NUTTY	26.00	2.25
FINEST OLD BROWN	36.00	3.05

MADEIRA:

	Per Doz.	Per Bottle.
GOOD	1.50	1.55
FINE	30.00	2.60

PORT:

	Per Doz.	Per Bottle.
DOURO	16.00	1.40
OLD TAWNY	20.00	1.75
INVALID	20.00	1.75
ESTRELLA	26.00	2.25
VERY OLD TAWNY	29.00	2.50
OLDEST AND FINEST	45.00	3.80
	52.00	4.40

We are Sole Agents in Hongkong for O. G. SANDEMAN, SONS & CO., LTD.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 6th October, 1908.

NOTICE TO CORRESPONDENTS.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of "DAILY PRESS" should be sent before 11 a.m. on any day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: "Press".

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P. O. Box, 84. Telephone No. 12.

MARRIAGE.

On 26th October, 1908, at St. John's Cathedral, Hongkong, HENRY COOPER PATRICK, M.B., C.M., second son of Dr. WILLIAM PATRICK of Glasgo, Scotland, to IDA ANNIE GARVIN, eldest daughter of THOMAS GARVIN, Inspector General of the Police Force of New South Wales, Australia.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, ELSTON STREET, EC

The Daily Press.

HONGKONG, OCTOBER 27TH, 1908.

When the Hongkong Pilots' Ordinance of 1904 was enacted, a number of British master mariners trading in these waters imagined that it would result in bringing the Colony of Hongkong into line in this matter with all the other ports in the Far East. It is a singular fact that in no other port in the Far East (excluding Japan) is an Asiatic pilot entrusted with a foreign vessel—sailing ship or steamer. Swatow, Amoy, Foochow, Ningpo, Shanghai, Kiao-chow, Tientsin, Newchwang, Siacon, Bangkok, Singapore, Penang are all, we understand, staffed by white pilots; as also are the Indian ports of Calcutta, Bombay and Karachi. Hongkong had occupied a unique position among them all in that it did not, up to the passing of the Pilots' Ordinance of 1904, possess a single white pilot. When that Ordinance was passed requiring all persons practising as pilots in these waters to satisfy a Board of Examiners of their competency, many British master mariners, as we have said, imagined their chance had come for employment as pilots. Imagination carried them further than the circumstances justified. They obtained the impression that "a properly constituted pilot service," such as the Ordinance contemplated, meant a service amenable to all the pilot regulations laid down in the Merchant Shipping Act. If that were so the Chinese pilot, Orang-Loo-like, would have lost his occupation, and room for the competent British mariner would have been found. We do not know

how many British master mariners have sat for the examination in the last four years and obtained certificates of competency, but certainly many more than are now trying to earn a livelihood here as pilots. The Chinese pilot has not been displaced because the pilot regulations embodied in the Merchant Shipping Act have not, by the local Ordinance, been made applicable to the port. This does not seem to have been generally understood. British master mariners who have obtained certificates of competency as pilots in these waters have learnt to their cost that the pilot regulations laid down in the Merchant Shipping Act may with impunity be disregarded here, and so long as that is the case, we are informed, it is a bad speculation for a British master mariner to turn pilot in Hongkong.

When we refer to *Hansard* to learn what were the reasons given for enacting the Pilots' Ordinance, we find that the ATTORNEY-GENERAL stated that what the Government wanted to do was to see that no one should offer his services as a pilot who was not reasonably considered to be capable of performing the duties of a pilot. "In one sense," said the ATTORNEY-GENERAL, "it may be said that a place like this does not require pilots; the navigation is open, and there is no need to have pilots to bring ships in and out of Hongkong. But apparently, the Harbour is so extremely crowded and the difficulties of finding berths so considerable, that the Government has been approached by the shipping community and asked to provide some safeguard that persons who offer themselves for pilots within the waters of the Colony shall know what to do." That application resulted in the Pilots' Ordinance being introduced and passed. The ATTORNEY-GENERAL further explained that: "There is no compulsion for anyone to take a pilot, nor will taking a pilot exempt the ship that takes him from any consequences that may occur from collision or otherwise. Government accepts absolutely no responsibility in the matter." A maximum scale of "pilotage fees was drawn up and published, and for the rest the Government said to the Shipping community "Go as you please." For all we know, the Shipping Firms are not dissatisfied with what has been done. Some sense of security is given by the knowledge that the Chinese pilot, provided with certificate of competency, and the Chinese pilot remains "cock of the walk." The British pilot remains only an object of sympathy. There is little or no opportunity for qualified British pilots in the waters of this British Colony. Hongkong remains unique in that respect. Representations, we understand, have been made to the Government on the subject without success. The Government does not see any means by which it could interfere, so long as shipping firms consider that the Chinese pilots are competent, Government cannot force them to employ Europeans in preference to Chinese." On this it may be pointed out that it is the Government, not the shipping firms, who, in the first place, consider the Chinese pilots competent, and the shipping companies take the certificate issued to the pilots as the Government's warrant for it. The Government cannot entirely free itself from responsibility in the matter. As however, the Government is not prepared to put the Pilot Service of the Colony on the same footing as at other ports—where, for instance, the pilots are all under the immediate direction of the Harbour Master or Pilot Board and each licensed pilot is employed in turn—the European pilots only hope of success in the endeavour to earn a livelihood at Hongkong lies in an appeal to the patriotism of the shipping firms. Until there is any very pronounced preference shown on the part of the shipping firms for European pilots, British seamen who may be aspiring to become pilots would be well advised to give Hongkong the go-ahead. It is a hard thing to say that in British Colonial Waters the British pilot is not wanted, but the fact has been proved in Hongkong, by many during the past four years, and aspiring British pilots should heed the teachings of experience.

There was not a single case of communicable disease in the Colony last week.

It will be seen from an announcement in our advertising columns that the Douglas Steamship Co., are to run their new steamer "Huiyang" to Amoy for the accommodation of those desiring to visit Amoy while the American Fleet is there. The steamer leaves at noon on Thursday.

The return of visitors to the City Hall Library and Museum for the week ending the 25th October, 1908 shows that of non-Chinese there were 334 to the Library and 251 to the Museum and of Chinese 193 to the former and 2,015 to the latter. The Library was, therefore, used by 327 persons and the Museum by 2,266.

Major-General and Lady Carew arrived in the Colony yesterday from Japan by the French mail steamer "Caledonia."

A circular issued with to-day's *Daily Press* notifies the public that Dr. Lamb, the American oculist, has decided to remain in Hongkong until the 3rd proximate.

By kind permission of Major H. B. J. Claffey and Officers of the 10th Mahratta (Light Infantry) the Band of the Regiment will play at the Oriental Hotel, Queen's Road Central, during dinner on 31st inst. (Saturday).

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:-

Hospital Sunday, Union Church ... \$105.85

St. Stephen's College ... 100

H. E. Liu Ching Chang, Minister to Holland and Commissioner to the Hague Conference, has again wired to the Government urging them to tabulate all contracts and agreements with which they are in dispute before the date set for the next conference.

A Chinese woman who went to collect \$4 owing her by another native female residing at Kennedy Street, Yau-tai, was thrown down stairs and otherwise maltreated. The offender was charged before Mr. J. R. Wood at the Magistracy yesterday with assault, and his Worship imposed a fine of \$2 and further ordered the defendant to pay \$2 compensation.

Two fitters appeared before Mr. Kemp at the Magistracy yesterday on a charge of altering the water service at 258, Queen's Road East without permission of the Water Authority, and the tenant of the house was charged with procuring their services. The latter defendant was fined \$2, and each of the fitters was fined \$5.

Mrs. Lee of Kowloon City charged a farmer with assault. Complainant's wife, it was stated, strayed on defendant's land, and the farmer proceeded to chase them off with a bamboo pole. Complainant approached to prevent defendant from hitting them, and the latter struck Mrs. Lee with the pole. Mr. Kemp imposed a fine of \$5, in default, fourteen days' imprisonment.

The South British Insurance Company Limited has had a successful year according to the report just issued. The net revenue for the year amounted to \$247,233-15 1d, and after all liabilities had been met there was a surplus of \$24,439-6s. 4d. which added to the balance from 1907 made a total of \$263,539 11s. 1d. A dividend of 1s 8d per share for the half year ended 31st August making the total distribution for the year \$s per share was recommended leaving \$19,515 11s per share undistributed.

Five chests of artillery cartridges, partly destined for Serbia, have been confiscated at Linz, Upper Austria.

DEGREES FOR WOMEN.

LONDON, October 24th.

Lord Carzon's Oxford reform scheme includes the opening of degrees for women on the same basis as men.

CORRESPONDENCE.

LONDON, October 24th.

Sir—It may please those interested in Education to learn that application has been made to Oxford to include a paper on the Confucian Analects (論語) for Preliminary, Junior and Senior Chinese candidates at the July Examinations in 1909. —Faithfully Yours,

T. K. DEALY.

Hon. Secretary Oxford Locals.

26th October, 1908.

FIRE AT MACAO.

THE GOVERNOR DIRECTING THE FIRE BRIGADE.

At the Supreme Court yesterday before the Chief Justice (Sir F. Pigott) Sir Henry Berkeley moved that Mr. Leonardo d'Almada e Castro be admitted to practise as a solicitor. His Lordship replied—We hear you have a very much pleasure in admitting you.

The Government is not prepared to put the Pilot Service of the Colony on the same footing as at other ports—where, for instance, the pilots are all under the immediate direction of the Harbour Master or Pilot Board and each licensed pilot is employed in turn—the European pilots only hope of success in the endeavour to earn a livelihood at Hongkong lies in an appeal to the patriotism of the shipping firms. Until there is any very pronounced preference shown on the part of the shipping firms for European pilots, British seamen who may be aspiring to become pilots would be well advised to give Hongkong the go-ahead. It is a hard thing to say that in British Colonial Waters the British pilot is not wanted, but the fact has been proved in Hongkong, by many during the past four years, and aspiring British pilots should heed the teachings of experience.

THE CHINESE ENGINEERING AND MINING COMPANY LIMITED.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Company, Limited, will be held in London, on the 28th October 1908, when the Directors' report and accounts for the financial year ending February 29th 1908 will be submitted.

EXTRACT FROM DIRECTORS' REPORT.

The net result of the year's transactions shows a balance to the credit of profit and loss account of £184,414, made up as follows:-

Net profit, after providing for all charges in China ... £223,286

Add balance brought forward ... £4,566

From last year ... £3,953

Gross receipts in London ... 8,529

Total ... £231,815

Deduct expenditure in Europe ... £6,300

Salaries, stores, etc ... 24,583

Debentures, interest ... 10,000

Directors' fees ... 3,013

Legal expenses ... 3,500

Leaving a net balance of ... £184,414

Which the Directors recommend should be appropriated as follows:-

In placing to reserve for depreciation (making a total reserve of £175,000) ... £25,000

In paying a final dividend of 1/6 per share paid (free of tax) payable 2nd November 1908 ... 75,000

Making a dividend of 15 per cent for the year with the interim dividend of 1/6 per share paid on 1st May 1908 ... 75,000

Directors' percentage on profits in accordance ... 5,453

And carrying forward ... 3,929

£184,414

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE]

BRITISH SCHOONER SEIZED AT VENEZUELA.

LONDON, October 26th.

It is reported that a British schooner has been seized by the Venezuelan Government, and that the passengers and crew have been imprisoned.

INDIGNANT AUSTRALIANS.

LONDON, October 26th.

There is a strong feeling in Australia against England's advice (regarding the Australian Navy).

THE "NEAR EASTERN" SITUATION.

LONDON, October 26th.

Negotiations in connection with Turkey and the Balkan States are no further advanced.

THE COTTON CRISIS.

LONDON, October 26th.

There is no prospect at present of a settlement of the Lancashire cotton trouble.

[REUTER'S SERVICE]

THE EUROPEAN SITUATION.

LONDON, October 24th.

The Vienna press denounces Great Britain as being responsible for the rupture of negotiations between Turkey and Austria, and declares that Austria, supported by Germany, will only attend the conference recognizing the annexation of Bosnia and Herzegovina, as an accomplished fact.

Fifty chests of artillery cartridges, partly destined for Serbia, have been confiscated at Linz, Upper Austria.

Mr. Morrell stated that Mr. Dady Burjor had started to translate in that case, but neither side would agree to the translations.

D. S. Rabadi, assistant to plaintiff, was the next witness. He said he was present when the defendant called and said she had received her bill. She told Mr. Allana the amount was a big one, and that she would pay later, but plaintiff said he could not wait any longer. She did not then suggest that the goods were given her as a present.

In cross-examination witness said he had been with the plaintiff for about two months, and had not made any entries in the day book.

Re-examined, witness said that when defendant called on another occasion plaintiff was out, and she left a note which read: "Dear Mr. Allana, kindly bring up my bill this afternoon. It is very important; I should like to settle up. I have just heard from Agnes."

This was the case for the plaintiff.

Mr. Morrell, in opening for the defense, said he thought he had sufficiently outlined the case. The plaintiff went so far as to guarantee his client with house rent for six months. These chits were written to satisfy plaintiff's partners, and they were written at his request and almost at his dictation.

Defendant was called, and said she had known the plaintiff since the 4th July, when she met him at 44 Lyndhurst Terrace. That was the American Independence day, and he gave her a silk flag, the first thing he ever gave her. Miss Vera Glyn was in the room, and he gave her a silk flag also. He had given witness table linens, embroidered, table covers, etc., and he took her to the Japanese stores, where she had never been before, and bought her presents. Then, when he got angry he sent her a bill for the amount claimed. He told her he wanted her to make the investigation, and he soon convinced the skipper that his trick had been in vain. The Dollars was taken into port, sold by order of a prize court, and bought in at a low figure by the head of the Dollar line.

GERMAN SHIPPING "SLUMPS."

Her Wiegand, general director of the North German Lloyd Line, a Bremen dispatch says, had a sorry tale to unfold at the meeting of shareholders last month. The first six months of 1908 show a decrease of 252,000 in profits as compared with the same period last year. This is the result of the bad condition of trade with America. While in the first half of 1907 120,000 steerage passengers were transported, this year only 20,000 have crossed in the Lloyd ships. For freight to and from the United States nearly 2,000,000 less has been paid than last year. Almost all the other lines of the company are in the same bad way.

What do you mean?—I mean that Vera de Noir's brother is not my husband.

Did he tell you to put in that part of the letter reading "I have just heard from Agnes"?—He did. He has her picture in his safe.

How come the plaintiff to promise you these articles?—It is a custom of his.

What happened at this interview at which he got angry?—Well if you ask his witness—

I am asking you, and I will insist upon an answer?—I am answering if you will give me time. After the interview he went away very angry, and got very drunk.

Were you ever an affectionate terms with the plaintiff?—I never was.

Do you remember writing this letter to the plaintiff?—Dear Prince, I am waiting for you to come, and if you cannot come and go as you promised, please let me know at once, for I must get money and settle my bill. It means over \$5 to me, for my month is up?—I don't remember.

Will you swear you never wrote it?—No.

Is that your writing (letter handed to witness)?—Yes.

Did you ever invite plaintiff to dinner?—

Why, yes. He has dined with me many times.

What had he promised to do?—He had promised me an amount of money.

What for?—Because I needed it.

Was it to be a loan or a present?—He said I could have anything I wanted.

How much money have you had from the plaintiff?—I could not tell you exactly.

More than \$100?—Oh, yes.

Was it \$100?—I don't think so.

Will you tell me about the amount?—I don't remember.

Yes, you do!—I don't. I never figured it up.

Will you swear it was not \$1,000?—I won't swear about it at all. I don't remember.

What do you suppose he was paying this large sum of money for?—I don't know, it is a custom of his I believe.

Here is another letter: "Dear Prince, will you please bring up money \$190, and note for me to sign. I am so tired I cannot dress to go out. Yours, Minnie," is that your writing?—Yes.

What was the note you were to sign?—He asked me to write the chit because he was having difficulty with people to whom he owed money, and he wanted me to assist him.

Did he tell you to address him as "Dear Prince", or is that your own idea?—I addressed him as he told me to.

Both plaintiff and his witness said you went to his shop on September 20th and asked for time to pay your bill.—It is wrong. They both lie.

You were pretty hard-up about that time, weren't you?—I have always been hard up.

The further hearing was adjourned until Thursday.

LOCAL SPORT.

LUSITANO RECREATION CLUB.

Seven teams have entered for the football competition promoted by the Lusitano Recreation Club. The teams are composed of eleven players and the competition is on the "knock out" system. In the first round E. M. Osorio's team plays J. M. Lopez's team, A. O. Barradas's team plays P. da Rosa's team and P. H. Hyndman's plays A. J. C. V. Ribiero's team. J. M. Britto's team is being given a bye. The matches begin on the 18th prox.

SHIPPING NEWS.

THE NEW BOUGAINVILLEA.

Yesterday the new steamer "Haiyang," recently built at Greenock to the order of the Douglas Steamboat Company arrived here on her maiden voyage. The "Haiyang," which will be placed on the coasting trade, is admirably equipped for passengers and cargo. Her length between perpendiculars is 90 ft 6, breadth 35 feet, depth to spar deck 25 feet, gross tonnage about 2,300 tons. Her rig is that of a two masted fore and aft schooner and her propelling machinery consists of one set of triple expansion engines. The steamer presents a very handsome appearance.

INTERESTING INSURANCE CASE.

A San Francisco newspaper, referring to the action brought by the M. S. Dollar Steamship Company, says the jury by its verdict put the Maritime Insurance Company in the list of wrongdoers. It awarded the M. S. Dollar Steamship Company a verdict for \$17,586.77, which was the amount sued for, with interest from November 13, 1905, the date on which the steamer "Meville Dollar" was seized by a Japanese cruiser, and sold by order of a prize court.

Several other companies have been awaiting the result of this suit with some interest, as \$127,000 in all was written on the steamer at 25 per cent, and all had paid their policies except the Maritime.

It was believed when the Dollar sailed from San Francisco, in 1904, with a cargo of hay and grain for the Chinese army, that she was safe from molestation, for her master had provided himself with two sets of papers, one giving his destination as Meiji, Japan, the other stating that he was bound for Vladivostok. He was to present the Meiji papers if overhauled by a Japanese cruiser, and the Vladivostok clearance if a Russian man-of-war ordered him to have it.

It was a wise Japanese sailor, however, who made the investigation, and he soon convinced the skipper that his trick had been in vain. The "Dollar" was taken into port, sold by order of a prize court, and bought in at a low figure by the head of the Dollar line.

GERMAN SHIPPING "SLUMPS."

Her Wiegand, general director of the North German Lloyd Line, a Bremen dispatch says, had a sorry tale to unfold at the meeting of shareholders last month. The first six months of 1908 show a decrease of 252,000 in profits as compared with the same period last year. This is the result of the bad condition of trade with America. While in the first half of 1907 120,000 steerage passengers were transported, this year only 20,000 have crossed in the Lloyd ships.

For freight to and from the United States nearly 2,000,000 less has been paid than last year. Almost all the other lines of the company are in the same bad way.

LATEST SHIPMENT MOVEMENTS.

The str. "Cruyzer" left Yokohama on the 24th inst. for Tacoma and Washington.

The P. M. str. "China" with mails from Hongkong on the 26th ult. arrived in San Francisco on the 23rd inst.

The Bon Line str. "Bentley" from Middlesex, Antwerp and London left Singapore on the 25th inst. for this port.

The E. & A. str. "Aldenham" left Sydney on 24th inst. for this port via Queensland ports.

The Indo-China str. "Luisa" from Calcutta and the Straits left Singapore for this port on 23rd inst.

The I.G.M. str. "Kleist" left here on the 25th inst. for this port.

The C.P.R. str. "Empress of India" arrived Kots on 8 a.m. on Saturday the 24th inst., and left again at 1 p.m. same day for Yokohama where she was to arrive at 2 p.m. on Saturday the 25th inst.

The P. & O. str. "Delhi" left Singapore for this port on the 24th inst. at 8 p.m. with the outward English Mail, and is due here on the 29th inst. at about 5 p.m.

The C.P.R. str. "Empress of Japan" arrived Shanghai at 3 a.m. on Monday the 26th inst., and left again at 7 p.m. same day for Hongkong where she is due to arrive at 11 a.m. on the 25th inst.

The I.G.M. str. "Prinz Ludwig" carrying the German Mail with date from Berlin of the 7th inst., left Colombo on the 25th inst. a.m. and may be expected here on or about Thursday the 5th prox.

What had he promised to do?—He had promised me an amount of money.

What for?—Because I needed it.

Was it to be a loan or a present?—He said I could have anything I wanted.

How much money have you had from the plaintiff?—I could not tell you exactly.

More than \$100?—Oh, yes.

Was it \$100?—I don't think so.

Will you tell me about the amount?—I don't remember.

Yes, you do!—I don't. I never figured it up.

Will you swear it was not \$1,000?—I won't swear about it at all. I don't remember.

What do you suppose he was paying this large sum of money for?—I don't know, it is a custom of his I believe.

Here is another letter: "Dear Prince, will you please bring up money \$190, and note for me to sign. I am so tired I cannot dress to go out. Yours, Minnie," is that your writing?—Yes.

What was the note you were to sign?—He asked me to write the chit because he was having difficulty with people to whom he owed money, and he wanted me to assist him.

Did he tell you to address him as "Dear Prince", or is that your own idea?—I addressed him as he told me to.

Both plaintiff and his witness said you went to his shop on September 20th and asked for time to pay your bill.—It is wrong. They both lie.

You were pretty hard-up about that time, weren't you?—I have always been hard up.

The further hearing was adjourned until Thursday.

STEAMSHIP ALLIANCE.

An agreement of far-reaching consequences has just been signed by San Francisco, been entered into by ten of the largest steamship companies of the world. The ten companies have concluded a trade arrangement for the handling of freight direct from San Francisco and other Pacific coast points to Europe by way of the isthmus of Tehuantepec. This move creates an effective opposition to the transcontinental railroads. The steamship lines have begun their fight for the through freight by putting forth a schedule of rates from 15 to 30 per cent, below those previously in force.

Steamship lines have been in operation for some time between San Francisco and Europe, but for the most part they have been shipped via New York. Under the terms of the new agreement three lines will operate on the Pacific coast in conjunction with seven on the Atlantic. The trade of the Pacific will be looked after by the American-Hawaiian line, the Kosmos company and the Canadian-Pacific Pacific line. The vessels of these companies will operate as far south as Salina Cruz, the Pacific terminus of the Tehuantepec railroad. Freight will be carried across the 189 miles of the isthmus to Puer Mexico, where the vessels of seven companies, known as the West India Atlantic conference, steamship lines, will call. The companies in this union are the Compania Transatlantique de Paris, the Compania Transatlantica of Valencia, the Canadian line of the London, the Hamburg American line, the Harrison line of Liverpool, the Leyland line of the same part and the Royal Mail steam packet Company of London.

This combination will make one of the most effective steamship alliances that has been formed in recent years. Freight from San Francisco will be distributed to all the big ports of Europe in 40 or 45 days. It is claimed by the steamship agents that this time can not be surpassed by the railroad companies, which are compelled to tranship at New York. It will be shortened by nearly half the time now required by the all ocean route.

News of the arrangement has been received by the American-Hawaiian steamship company from E. H. Munday, its European agent. The terms of the agreement have already been put into effect and a sailing schedule has been perfected. The American-Hawaiian boats will leave San Francisco every 21 days and the Kosmos line will provide an intermediate fortnightly service. The run to Salina Cruz will be made in eight days. The Nevada and the Nebraskas will handle the trade for the American-Hawaiian company and will take care of the business at San Francisco, Pugot, sound, Los Angeles and San Diego. The Kosmos company will handle the local and Pugot sound business, while the Canadian-Pacific line will operate from Victoria and Vancouver.

A unique feature of the agreement is the fact that it brings into alliance ships that fly the flag of five different nations. America, Great Britain, Germany, France and Spain are represented and the agreement further includes the Mexican government, embracing as it does the use of the Tehuantepec railroad.

Steamshipmen pointed out yesterday that this was a development that followed the opening of the Tehuantepec route. It was stated that it was but an indication of what would follow the opening of the Panama canal.

A. M. Sutton, freight agent for the American-Hawaiian line, said yesterday that the first cargo had already gone out under the new agreement. He stated that it was too early to tell what effect the arrangement would have on the through freight business.

BRITISH COLONIAL NAVY.

ADMIRALTY APPROVAL OF AUSTRALIAN SCHEME.

The terms of the Admiralty dispatch in reply to Mr. Deakin on the subject of Australian naval defence have been published in Australia. The Admiralty generally approves Mr. Deakin's proposal, with slight modifications. It says that it does not anticipate any insuperable difficulty in creating a local flotilla of six destroyers, nine submarines, and two depot ships, twelve destroyers, nine submarines, and two depot ships.

The Admiralty estimates that the cost of providing these will be £1,327,000, and of their annual maintenance £180,000, while the crews required, comprising seventy-nine officers and 1,125 men, will cost £160,000 per annum.

While considering the scheme from a financial point of view, the Empire generally is best secured by the operation of the Imperial Navy distributed as the strategic necessities of the moment may dictate, the Admiralty frankly recognises that in certain contingencies the establishment of an Australian flotilla, acting in conjunction with the Imperial forces, would greatly assist the latter's operations.

The political importance of an Australian Navy is freely conceded, and the Admiralty offers to co-operate in the construction and organisation of the flotilla, subject to a satisfactory understanding on the question of general administration.

Mr. Deakin proposed that the flotilla should be under Commonwealth control when within Australian territorial waters, but that the crews should form part of the Imperial Navy, and be subject to the senior Imperial officer when in other parts of the Empire. The removal of the vessels from Australian waters to depend on the approval of the Commonwealth Government.

Inquiries set on foot by Dr. Stein since leaving the Khotan and Kerky region in the autumn of 1906 had resulted in information reaching him about several ruined sites in the Tianshan mountains which had remained unexplored for a long time.

The visit to the Khotan ruins gave Dr. Stein an opportunity for useful surveys on the range dividing the Karakash river valley from the oasis of Khotan.

After completing his task at Khotan, Dr. Stein hoped to carry out, with Rai Lal Singh, explorations in those parts of the high Kunlun range about the Yurung-kash and Kara-kash sources which still remain to be surveyed.

Then, in September, Dr. Stein hoped to be able to start on the return journey to India over the passes of the Karakorum, and may be expected in England in December.

DR. STEIN'S EXPEDITION IN CENTRAL ASIA.

Further communications have been received at the Royal Geographical Society from Dr. M. A. Stein, describing the results of his latest archaeological and geographical investigations in Central Asia. They are dated Khotan, July 15, 1908.

Early in December, 1902, Dr. Stein, travelling from Turfan, had reached Karakash, and in the extreme north-east of the Tarim basin, and there he began his archaeological explorations of the winter. Sites of ancient towns of some size could be traced at several points of the Great Plain, now mainly a waste covered with scrub and low jungle, which encircles the Karakash lake on the north. The lake Rawak Nehar which Dr. Stein discovered in 1901 in a closely corresponding position not far from the opposite bank of the Yurung-kash, this temple proved to belong to the early centuries of our era. Unfortunately subsoil moisture weakened the walls to such an extent that continued excavation threatened to result in complete destruction.

After having been rejoined by Rai Lal Singh, who had in the meantime completed a detailed survey of previously unoccupied ground in the north-west and north of the Khotan oasis, the party set out by the desert route which leads towards Aksu along the Khotan river-bed, then practically dry throughout. On the curiously desert hill of Mazar tagh, which banks the Khotan river on the west, some six marches below the oasis, Dr. Stein discovered the ruins of a fortified watch station once guarding the

NOTICES TO CONSIGNEES

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

KLEIST.
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th October, will be subject to a fine.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 29th October, at 9:30 A.M.

All Claims must rest as before the 3rd November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the under-signed.

NORDDEUTSCHE LLOYD,

MELCHERS & CO.,

General Agents

Hongkong, 22nd October, 1908.

BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA
INCORPORATED BY ROYAL CHARTER, 1853,
HEAD OFFICE—LONDON.

PAID-UP CAPITAL 21,200,000
RESERVE FUND 31,625,000
RESERVE LIABILITIES OF PROPR.
TODAY 21,200,000

INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the
Daily balance.

On Fixed Deposits for 12 months 4 per cent
for 6 " 3 " " 2 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 14th May, 1908. 115

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL 21,500,000
SUBSCRIBED 11,250,000
PAID-UP 5,625,000
RESERVE FUND 21,000

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INTEREST allowed on Current Accounts
at the rate of 2 per cent. per annum on
Daily balance.

ON FIXED DEPOSITS:
For 12 months 4 per cent.
For 6 " 3 per cent.
For 3 " 2 per cent.

EVAN ORMISTON,

Manager.

Hongkong, 23rd April, 1908.

THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND 15,100,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Okinawa
Nagasaki London Lyons
New York San Francisco Honolulu
Bombay Shanghai Hankow
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Autung Liuyang Mukden
Tieling Chang Chun
HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits for 12 months 5% per annum
" " " 4% " "

" " " 3% " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 12th September, 1908. 524

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000)

RESERVE FUND FL 5,752,884.54

(about 247,407)

HEAD OFFICE—AMSTERDAM.

HEAD OFFICE—BATAVIA.

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Edmonton, Samarkand, Soudzha, Charbon,

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Pekalong, Medan (Dall), Palembang, Kota,

Bandoeng, (Atheen) Bandjernas, Macassar,

Bombay, Colombo, Pondicherry, Calcutta,

Bangkok, Saigon, Haiphong, Hanoi, Amoy,

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York, San Francisco, &c., &c.

LONDON BANKERS—

THE UNION OF LONDON AND SMITHS BANK,
LIMITED.The Bank buys and sells and receives for
collection Bills of Exchange, issues letters of
credit on its Branches and Correspondents in
the East, on the Continent, and in Great
Britain, America, and Australia, and transacts
Banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.On Fixed Deposits 12 months 4% per annum
" " " 6 do. 4% " "

" " " 3 do. 3% " "

" " " 2 do. 2% " "

J. L. VAN HOUTEN Agent.

Hongkong, 16th July, 1908.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... St. Lrel 7,394,000

HEAD OFFICE—SHANGHAI.

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BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO, GERMANY.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. 24

BANKS

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:—

STERLING \$15,000,000

SILVER \$14,000,000

\$29,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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MANAGER:

Shanghai—W. ADAMS ORAM.

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On Current Account at the rate of Two per
cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2% per cent. per annum

For 6 months 3% per cent. per annum

For 12 months 4% per cent. per annum

J. R. M. SMITH,

Chief Manager.

Hongkong, 22nd August, 1908. 26

HONGKONG SAVINGS BANK

THE Business of the above Bank

conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.

RATES of interest on deposits are as follows:

INTEREST on deposit is allowed at 3% per cent. per annum.

Depositors may transfer at their option

balances \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSITS at 4% per cent. per annum.For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January 1907. 91

NEDERLANDSCH-INDISCHE
HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1883.

Authorized Capital FL 15,000,000 (£1,250,000)

Subscribed Capital FL 10,000,000 (Paid up)

Reserve Fund FL 2,200,517.87 (£183,376)

HEAD OFFICE: AMSTERDAM.

SUB-OFFICES: THE HAGUE.

HEAD AGENCY: BATAVIA.

BRANCHES: at Singapore, Sourabaya,

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THE BANK buys and sells and receives for
collection Bills of Exchange, issues letters of
credit payable in all important ports of the
World and transacts every description of
Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per
annum on the Daily Balances.On Fixed Deposit: 12 months 4% per annum
" " " 6 do.

SHIPPING.

ARRIVALS.

ANDHIM, British str., 1,601, Kumpel, 26th Oct.
—Bangkok, 16th Oct., Kise—Butterfield & Swire.
BEDFORD, British cruiser, 9,800, S. E. Erskine, 26th October—Tsingtao 24th October.
BULLERHOPHON, Brit. str., 5,727, Thos. Barlow, 26th Oct.—Taicoma via Japan 30th Sept., General—Butterfield & Swire.
CALEDONIEN, French str., 2,074, Martin, 25th Oct.—Yokohama 17th Oct., General—Messageries Maritimes.
DAGNY, Norwegian str., 883, O. Abrahamson, 24th Oct., Nowobwang and Daly 18th October, Beans and General—Asgaard Thorson & Co.
FOOKHONG, British str., 1,987, T. A. Mitchell, 26th October—Singapore 20th October, General—Jardine, Matheson & Co.
HAIYANG, British str., 1,273, A. E. Hodges, 26th Oct.—Greenock 13th September, Coal—Douglas Lapraik & Co.
HITACHI MARU, Japanese str., 4,163, F. E. Cope, 26th Oct.—Japan via Shanghai 23rd Oct., General—Nippon Yusen Kaisha.
ORION, British str., 2,206, G. Maddrill, 26th Oct.—Moj 20th October, Coal—Bradley & Co.
PITSANULOK, German str., Heyong, 26th Oct.—Bangkok 16th Oct., Rice—Butterfield & Swire.
RUBI, British str., 1,810, R. W. Almond, 26th October—Manila 24th October, General—Hewson, Tomes & Co.
TELMACHUS, British str., 1,340, Williamson, 26th Oct.—Saigon 22nd Oct., General—Chinese.
TOURNE, French str., 6,053, Laeselin, 26th October—Seign 23rd October, General—Messageries Maritimes.
TRIUMPH, German str., 769, J. C. Hansen, 26th October—Pahio 23rd and Hoio 25th Oct., General—Jeben & Co.
YAWATA MAEU, Japanese str., 3,816, I. Sokino, 26th October, Lead sleeper, &c.—Nippon Yusen Kaisha.
YUENSANG, British str., 1,126, P. N. Rolfe, 26th Oct.—Manila 23rd Oct., General—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
26th October.

Dagny, Norwegian str., for Canton.

DEPARTURES.
26th October.AVALA, British str., for Bangkok.
CHIYUEN, Chinese str., for Amoy.
KOHSICHING, German str., for Bangkok.
KWANGSE, British str., for Canton.

SHIPPING REPORTS.

The British R.R. reports—Moderate N.E. monsoon and sea fine weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship.

"HAIMUN,"
Captain J. W. Evans, will be despatched for the above Ports TO-DAY, the 27th inst., at 11 A.M.
For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 24th October, 1908. 1479

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE (DIRECT)
Calling at HINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and POH SAID.
Taking cargo at through routes to the BRAZILS
to RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS.

THE Company's Steamship.

"AUSTRIA,"
Capt. Raioch, will be despatched as above
TO-DAY, the 27th October, P.M.
This steamer has splendid accommodation for
passengers, electric light and carries a doctor.
For information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents,
Prince Buildings.
Hongkong, 23rd October, 1908. 5DAMPFSCHIFFS-KHEDEREI "UNION"
ACTIEN-GESELLSCHAFT.FOR NEW YORK.
(With liberty to call at the Malabar Coast.)

THE Steamship

"WOGLINDE,"
Captain Mohr, will be despatched as above on
TUESDAY, the 3rd November.
For Freight, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 23rd October, 1908. 1423HONGKONG-BOSTON AND NEW YORK
VIA PORTS AND SUEZ CANAL
(with liberty to call at the Malabar Coast).

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK.

S.S. "INVERCLYDE" On 13th Nov.
FOR NEW YORK ONLY.

S.S. "BRAHMAH" On or about 20th Nov.

For Freight and further information,
Apply toSHEWAN, TOMES & Co.,
General Agents.
Hongkong, 22nd October, 1908. 1414

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaik Pier. 3 From Blaik Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & VARIOUS PORTS OF CALL	ASSAYE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	k.w.	E. W. Bruce	P. & O. S. N. Co.	On 4th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrand	HAMBURG-AMERICA LINIE	On 5th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINIE	On 3rd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINIE	On 15th Nov.
MARSEILLES, HAVRE & COPENHAGEN	PEKING	Dan. str.	—	—	MELCHERS & CO.	To-morrow
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CALEDONIEN	Fr. str.	—	Martin	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	HITACHI MARU	Jap. str.	k.w.	F. E. Cope	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	LIBERIA	Ger. str.	—	Knaiwell	HAMBURG-AMERICA LINIE	On 4th Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	KAMAKURA MARU	Ger. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th Nov., at Daylight
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	PRINCESS ALICE	Ger. str.	—	G. Rott	MELCHERS & CO.	On 4th Nov., at Noon
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	AUSTRIA	Aus. str.	—	Raioch	SANDER, WIELER & CO.	Todays, P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	PATHAN	Brit. str.	—	DODWELL & CO., LTD.	On 3rd Nov.	
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	WOGLINDE	Ger. str.	—	Mohr	CARLOWITZ & CO.	On 3rd Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	BRAMAH	Am. str.	—	—	SHEWAN, TOMES & CO.	About 26th Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	INVERCLYDE	Am. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 13th Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	GLENFARG	Brit. str.	1 m.	Wm. Thompson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	EMPEROR OF JAPAN	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Nov., at 5 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	TANGO MARU	Jap. str.	—	W. Shotton	DOODWELL & CO., LTD.	On 21st Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	AKI MARU	Jap. str.	—	D. Lenz	DOODWELL & CO., LTD.	On 19th Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SUVERIC	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIPE	On 30th inst., at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	KUMANO MARU	Jap. str.	—	T. Schine	NIPPON YUSEN KAISHA	On 5th Nov., at 5 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	PRINZ SIGISMUND	Brit. str.	1 m.	N. Nielsen	NIPPON YUSEN KAISHA	On 27th Nov., at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	PRINZ LUDWIG	Brit. str.	—	Rose, Core	JARDINE, MATHESON & CO., LTD.	On 31st inst., at Daylight
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	ARMAND BEHIC	Brit. str.	—	T. Sokino	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SHANGHAI	Brit. str.	—	H. Koops	JAYA-CHINA-JAPAN LINN	Quick despatch.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CHIUKIANG	Brit. str.	1 m.	V. McClymont-Liddell	P. NALIN	On 26th Nov.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SOMALI	Brit. str.	—	H. A. Wall	JARDINE, MATHESON & CO., LTD.	To-day, at 11 A.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	FOOTSONG	Brit. str.	—	A. G. Cubitt, R.N.E.	BUTTERFIELD & SWIPE	To-day, at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CHOWCHUM MARU	Jap. str.	—	T. Suruga	JARDINE, MATHESON & CO., LTD.	To-morrow, at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	HANGANG	Brit. str.	—	E. A. Sandbach	DOUGLAS LAPRAIK & CO.	On 29th inst., at 10 A.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	DEHLI	Brit. str.	—	J. D. Andrewes, R.N.R.	DOUGLAS LAPRAIK & CO.	About 30th inst., at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	MOJII MARU	Jap. str.	—	J. Hands	DOUGLAS LAPRAIK & CO.	On 30th inst., at 5 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	PRINZ ALICE	Brit. str.	—	Brehmer	DOUGLAS LAPRAIK & CO.	On 12th Nov., at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SHANGHAI	Brit. str.	—	F. v. Binzer	DOUGLAS LAPRAIK & CO.	On 21st Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	YAWATA MARU	Jap. str.	—	Guionnet	MESSAGERIES MARITIMES	On 27th Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	WAKASA MARU	Brit. str.	—	v. Dohren	HAMBURG-AMERICA LINIE	On 30th Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	ONSANG	Brit. str.	—	P. J. van Emmerick	DOUGLAS LAPRAIK & CO.	On 30th Nov., at 5 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	YAWATA MARU	Jap. str.	—	Ichi	DOUGLAS LAPRAIK & CO.	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	YUKIEN	Brit. str.	—	Y. Kuburaki	DOUGLAS LAPRAIK & CO.	On 1st Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CHONGMING	Brit. str.	—	J. W. Evans	MESSAGERIES MARITIMES	On 20th Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CHIUKIANG	Brit. str.	—	Jameson	HAMBURG-AMERICA LINIE	On 21st Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SOMALI	Brit. str.	—	A. Somerville	JAYA-CHINA-JAPAN LINN	Quick despatch.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	FOOTSONG	Brit. str.	—	P. H. Rolfe	DOUGLAS LAPRAIK & CO.	To-morrow, at 10 A.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CHOWCHUM MARU	Jap. str.	—	E. B. Rodger	BUTTERFIELD & SWIPE	On 29th inst., at Noon.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SHANGHAI	Brit. str.	—	G. H. Pennefather	MELCHERS & CO.	Middle of Nov., at 4 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	YAWATA MARU	Jap. str.	—	F. Semill	JARDINE, MATHESON & CO., LTD.	On 31st inst., at 1 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	MANILA	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & CO., LTD.	On 6th Nov., at 1 P.M.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	MAHILA	Brit. str.	—	Pander	JAYA-CHINA-JAPAN LINN	Quick despatch.
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	CEBU & ILIOLO	Brit. str.	—	—	—	—
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	KUDAT & SANDAKAN	Brit. str.	—	—	—	—
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—	—	—	—
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—	—	—	—
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	BATAVIA, CHERAI, SAMARAKA, &c.	Brit. str.	—	—	—	—
MARSEILLES, LONDON & VARIOUS PORTS OF CALL	YUENSANG	Brit. str.	—	—	—	—
MARSEILLES						

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMAINS
SHANGHAI, MOJI, KOBE, SOMALI, & YOKOHAMA	Noon, 28th Oct.	Freight and Passage.
Capt. A. G. Gurnett, R.N.R.		
DELHI	About, 30th Oct.	Freight and Passage.
Capt. J. D. Andrews, R.N.R.		
SHANGHAI	Neon, 31st Oct.	See Special Advertisement.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 31st Oct.
Capt. C. L. Daniel		
LONDON and ANTWERP	ASSAYE	On 4th Nov.
VIA SINGAPORE, PENANG, COLOMBO, PORTS	SUMATRA	Freight and Passage.
Capt. E. W. Bruce		
SANDE and MARSEILLES		

For further Particulars, apply to

E. A. MEWETT,
Superintendent.

Hongkong, 24th October, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 27th Oct., 4 P.M.
SHANGHAI	"KUOKIANG"	On 27th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 1st Nov., 8 A.M.
CEBU and ILUJO	"SUNGKANG"	On 6th Nov., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Nov., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDWOOD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS		
TELEPHONE 86.		
BUTTERFIELD & SWINE	AGENTS.	11

For Freight or Passage, apply to—

Hongkong, 27th October, 1908.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
YOKOICHI & KOBE	"ONSANG"	Tuesday, 27th Oct., Noon.
TEINTSIN VIA SWATOW & CHEFOO	"CHEO-CHSHING"	Tuesday, 27th Oct., 11 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Wednesday, 28th Oct., Noon.
SHANGHAI VIA NINGPO	"HANGSANG"	Friday, 30th Oct., Noon.
MANILA	"YUENSANG"	Friday, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 31st Oct., 1 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 6th Nov., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 27th October, 1908.

GENERAL MANAGERS 16

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

FOR	THE CO'S SA.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	WEDDING, 28th Oct.
& AMOY	Capt. Ijichi	at 10 A.M.
SHANGHAI VIA SWATOW, ("GOSHUN MARU")	THURSDAY, 29th Oct.	
AMOY & FOOCHOW	Capt. T. Subuga	at 10 A.M.
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 1st Nov.
& AMOY	Capt. Y. Kaburaki	at 9 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 28th October, 1908.

T. ARIMA, Manager. 13

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also, via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE

S.S. SITHONIA ... 1st Nov.

S.S. SCANDIA ... 20th Nov.

S.S. ISTRIA ... 5th Dec.

S.S. BRISGAVIA ... 17th Dec.

S.S. ANDALUSIA ... 27th Dec.

S.S. SAXONIA ... 9th Jan., 1909

HOMEWARD.

FOR HAVRE, DUNKIRK & HAMBURG

S.S. SAMIA ... 31st Oct.

FOR HAVRE & HAMBURG

S.S. SUEVIA ... 3rd Nov.

FOR MARSEILLES, ANTWERP & HAMBURG

S.S. LIBERIA ... 4th Nov.

FOR HAVRE & HAMBURG

S.S. SENEGAMBIA ... 15th Nov.

Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th October, 1908.

Hongkong Office. 12

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE	HITACHI MARU	WEDDING, 28th Oct.
POPE, PENANG, COLOMBO, and PORTS	Capt. F. E. Gurnett, R.N.R.	at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	KAMAKURA MARU	WEDDING, 11th Nov.
YOKOICHI, KOBE, and YOKOHAMA	Capt. H. Fraser	at Daylight
YOKOICHI, KOBE, and YOKOHAMA	Capt. Wm. Thompson	27th Oct.
YOKOICHI, KOBE, and YOKOHAMA	Capt. M. Yagi	10th Nov.
YOKOICHI, KOBE, and YOKOHAMA	Capt. N. Nielsen	30th Oct.
YOKOICHI, KOBE, and YOKOHAMA	Capt. J. Handa	1st Nov.

* Omitting Yokkaichi.

* Fitted with Marconi's System of Wireless Telegraphy.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic

Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama.

1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailing, Etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER. 356

Hongkong 22nd October, 1908.

HONGKONG.

SAILING IN PORT.

SHORTEST AND QUICKEST ROUTE
BETWEEN CHINA AND EUROPE VIA DAIHEN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOB MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—semi-Weekly Express Service from Dairen to Kyungsangtu (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Fullman Car Co. (This Service is available after October 28th, 1908)

BRANCH RAILWAY LINES:

BYEJUN LINE—For Byejun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchow), 1 hour from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Szechuan Junction.

ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").

At DAIHEN (Daly), PORT ARTHUR and CHANGHUN (KWANGCHENG TZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIHEN.

Tel. Add. "MANTETSU." Codes: A.B.C., 5th Ed., A1, and Lieber's 1908

TENOSHIMA, British str., 1,172, W. Halkett

19th Oct.—Tientsin via Chefoo and Weihaiwei 11th October, General—Jardine Matheson & Co.

WONGKOK German str., 1,115, W. Reiter, 22nd Oct.—Bangkok 12th October, Ries and General—Butterfield & Swire.

YAMATO MARU, Japanese str., 4,168, Sato 24th Oct.—Japan 19th Oct., General and Coal—Nippon Yulen Kaisha.

SAILING VESSELS.

DAYLIGHT, British barque, 3,030, M. Bryde, 16th October—Yokohama 19th September

Ballast—Standard Oil Co.

EOLISE, British 4-masted bark, 2,963, James White, 16th Aug.—New York 26th April.

AUSTRIA, Austrian str., 4,871, Reich, 25th October—Kobe 18th October, General—Sander Wiesler & Co.

BOURBON, French str., 977, Le Bail, 13th Oct.—Saigon 7th Oct., General—Chinese.

CHONGMING, British str., 1,255, V. McClymont Liddell, 21st Oct.—Tientsin 14th October, General—Jardine, Matheson & Co.

CLARA JESEN, German str., 1,102, Jacob Baiszen, 23rd Oct.—Chefoo

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

5th November	at 8.30 p.m.
13th November	at 11.30 a.m.
19th November	at 8.30 a.m.

The Express of Japan, with the Canadian mail left Shanghai on Monday the 26th inst. at 7 p.m., and may be expected here on or about Thursday the 29th instant, 11 a.m. The D.M.W. with the English mail of the 2nd October, left Singapore on Saturday, the 24th instant, at 6 p.m., and may be expected here on or about Thursday, the 29th instant, at 5 p.m. This packet brings replies to letters despatched from Hongkong on the 1st September, and the parcel mails closed in London for despatch by the all sea route on the 23rd September and for despatch overland on the 30th of September.

Yokohama, Kobe
Swatow, Choochow and Tientsin
Hodgkiss
Swatow, Amoy and Foochow
Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macau
Singapore, Colombo and Bombay
Shanghai

Manila, Victoria and Seattle
Tingtau and Newchwang
Amoy, Sincan and Rangoon
Hodgkiss and Palkhol
Hodhong and Haiphong
Singapore, Penang and Calcutta
Amoy and Shanghai
Swatow, Amoy and Aiping
Keeling, Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver B.C.
Nagasaki, Kobe and Yokohama
Shanghai, Yokohama, Kobe and Moji
Macao
Saigon

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaid, Perth, Hobart, Launceston, New Zealand and Fremantle
Kobe and Yokohama
Ningpo and Shanghai
Macao
Manila

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, the 30th inst., at 5 p.m.

Singapore, Penang and Calcutta
Macao
Haiphong

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)

JOINT STOCK SHARES

Hongkong, October 26th.

COMPANY. PAID UP. QUOTATIONS.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Rs. 200	Nominal.
Banks		
Hongkong & Shanghai	Rs. 125	\$800, buyers London 250.
National B. of China	Rs. 48	\$51, buyers
Bell's Asbestos E. A.	Rs. 66	\$5, buyers
China-Baikow Co.	Rs. 12	\$10, sellers
China Light & P. Co.	Rs. 10	\$53, sellers
China Provident	Rs. 10	\$4, buyers
Cotton Mills		
Ewo.	Rs. 50	Tls. 66.
International	Rs. 76	Tls. 54.
Lam Kong Mow	Rs. 100	Tls. 24.
Sychoe	Rs. 500	Tls. 240.
Dairy Farm		
Docks and Wharves		
H. & K. Wharf & G.	Rs. 50	\$49, sellers
H. & W. Dock	Rs. 50	\$33, sellers
New Amoy Dock	Rs. 100	Tls. 82, in Shai
Shanghai Dock	Rs. 100	Tls. 102, in Shai
Shai & H. Wharf		
Feenwick & Co., Geo.	Rs. 25	\$12, sellers
Green Island Cement	Rs. 10	\$10, sellers & sel.
Hongkong & G. Gas.	Rs. 125	\$125, buyers
Hongkong Electric	Rs. 125	\$125, sellers
Hongkong Hotel Co.	Rs. 100	\$77, buyers
Hongkong Ice Co.	Rs. 25	\$235, sellers
H.K. Milling Co., Ltd.	Rs. 100	Nominal.
Hongkong Kepco	Rs. 10	\$24, sellers
Insurance		
Canton	Rs. 50	\$186 x.d.
China Fire	Rs. 20	\$91, buyers
China Traders	Rs. 25	\$864 x.d.
Hongkong Fire	Rs. 50	\$886, sales & sel.
North China	Rs. 28	Tls. 88, x.d., buy.
Union	Rs. 100	\$786, sales
Yangtze	Rs. 50	\$160, buyers
Land and Building		
Hongkong Land	Rs. 100	\$94, sales & sel.
Humphreys' Estate	Rs. 80	\$22, buyers
Hulmeon Island & B.	Rs. 50	Tls. 116.
Shanghai Land & B.	Rs. 50	\$42, sellers
Westpoint Building	Rs. 50	
Minin	Rs. 250	\$50, buyers
Charbonnages	Rs. 10	\$7, sellers
Raubs	Rs. 10	\$14.
Peak Tramways	Rs. 50	\$12.
Philippine Co.	Rs. 10	\$8, sellers
Printed Matter and Samples		
Chin Sugar	Rs. 100	\$115, buyers
Luzon Sugar	Rs. 100	\$22, sellers
Robins in Piano Co.	Rs. 50	\$50.
Steamship Companies		
Chins and Manlins	Rs. 25	\$15, sellers
Douglas Steamship	Rs. 50	\$84, sellers
H. Canton & M.	Rs. 15	\$25, sellers
Indo-China S.N. Co.	Rs. 5	\$27.
Shell Transport Co.	Rs. 1	45-.
Star Ferry	Rs. 10	\$24.
Do. New	Rs. 5	\$15, buyers
South China M. Post	Rs. 25	\$24, buyers
Steam Laundry Co.	Rs. 5	\$15, x.d. sellers
Stores & Dispensaries	Rs. 10	\$9, sellers
Powell & Co., W...	Rs. 5	\$5, sellers
Watkins	Rs. 10	\$22, sellers
Watson & Co., A. S.	Rs. 10	\$92, buyers
Weissmann, Ld.	Rs. 100	\$150.
Registration, Kowloon B.O.	Rs. 100	No late fee.
Letters	Rs. 11.00 A.M.	
Saturday, 31st, NOON.		
Saturday, 31st, 1.10 P.M.		
Saturday, 31st, 5.00 P.M.		
NOVEMBER—		
Tuesday, 3rd		
Printed Matter and Samples	10.00 A.M.	
Registration ... 10.00 A.M.		
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration, Kowloon B.O.	10.00 A.M.	
No late fee.		
Letters	11.00 A.M.	
Saturday, 31st, NOON.		
Saturday, 31st, 1.10 P.M.		
Saturday, 31st, 5.00 P.M.		

Friday, 30th, 11.00 A.M.

Friday, 30th, 11.00 A.M.

Friday, 30th, 1.15 P.M.

Friday, 30th, 3.00 P.M.

Saturday, 31st, 10.00 A.M.

Saturday, 31st, 1.15 P.M.

Saturday, 31st, 5.00 P.M.

— NOVEMBER —

Tuesday, 3rd

Printed Matter and Samples

Registration ... 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O.

No late fee.

Letters

11.00 A.M.

Saturday, 31st, NOON.

Saturday, 31st, 1.10 P.M.

Saturday, 31st, 5.00 P.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS

October 26th.

ON LONDON—

Telegraphic Transfer

Bank Bills, on demand

Credit, at 3 months' sight

ON PARIS—

Bank Bills, on demand

Credit, at 3 months' sight

ON GERMANY—

on demand

ON NEW YORK—

Bank Bills, on demand

Credit, at 60 days' sight

ON BOMBAY—

Telegraphic Transfer

Bank, on demand

ON CALCUTTA—

Telegraphic Transfer

Bank, on demand

ON SHANGHAI—

Bank, at sight

Private, 90 days' sight

ON YOKOHAMA—On demand

ON MANILA—On demand—Peso

ON SINGAPORE—On demand

ON BATAVIA—On demand

ON HAIPHONG—On demand

ON SAIGON—On demand

ON BANGKOK—Bank's Buying Rate

GOLD LEAF, 100 fine, per tael

SILVER, per oz.

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces

10

10

Hongkong 20

10

10

10

10

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